

I-90 Snoqualmie Pass East – Hyak to Easton Proposed Improvements

Evaluating Corridor Needs

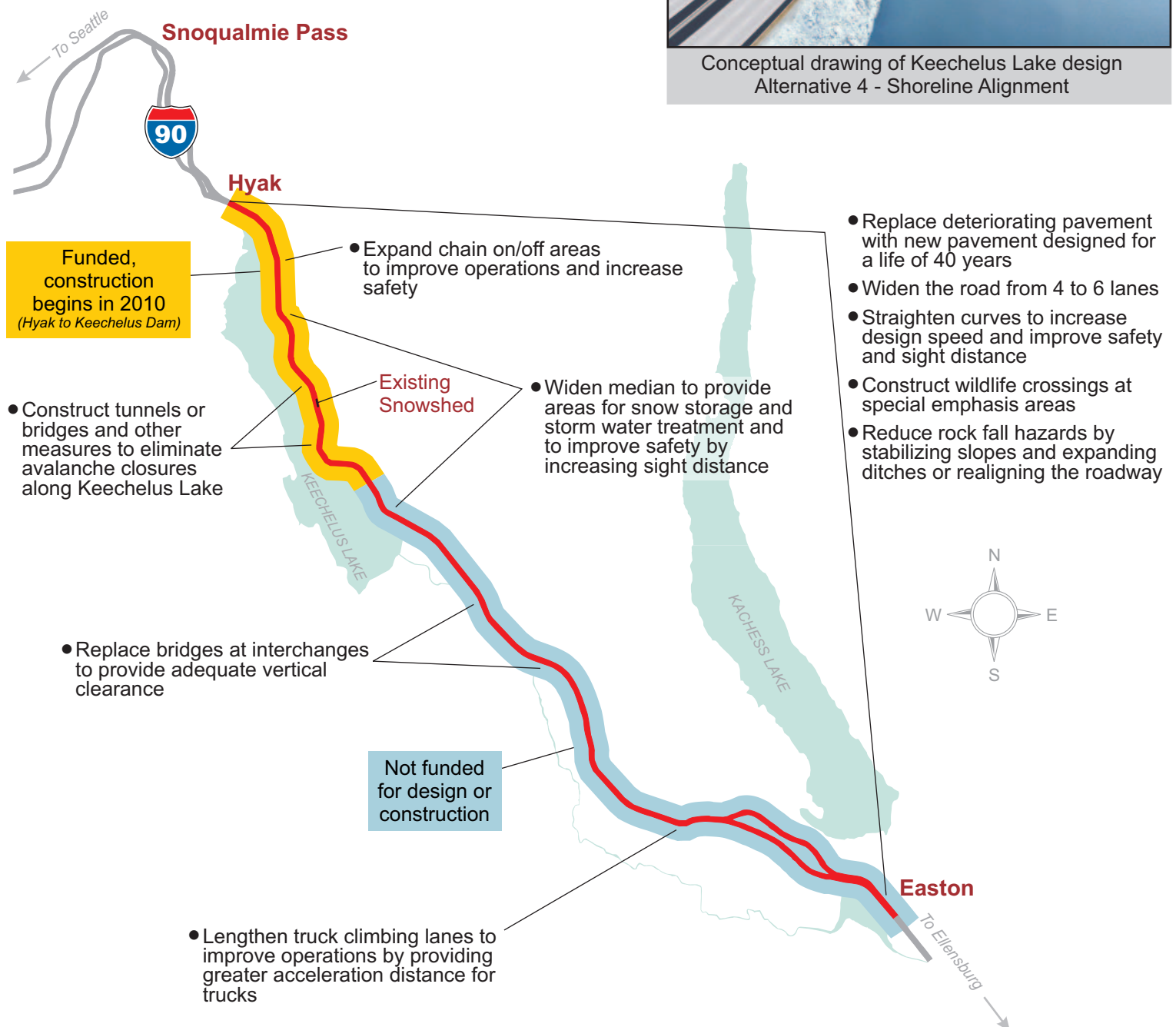
WSDOT has identified the I-90 corridor between Hyak and Ellensburg as an area of concern due to the variety and severity of problems occurring along that stretch of highway. The I-90 Project Team is evaluating this corridor to address the worst problems between the summit at Snoqualmie Pass (Hyak) and the town of Easton.

Design Solutions

Improvements within this 15-mile section between Hyak and Easton will widen I-90 to a six-lane facility, reduce avalanche closures and rockfall hazards, replace deteriorated pavement, straighten curves, lengthen truck climbing lanes, and build wildlife crossing structures for the safe passage of drivers and wildlife along the corridor.



Conceptual drawing of Keechelus Lake design
Alternative 4 - Shoreline Alignment



I-90 Snoqualmie Pass East – Hyak to Easton Decision Making

Design Decisions

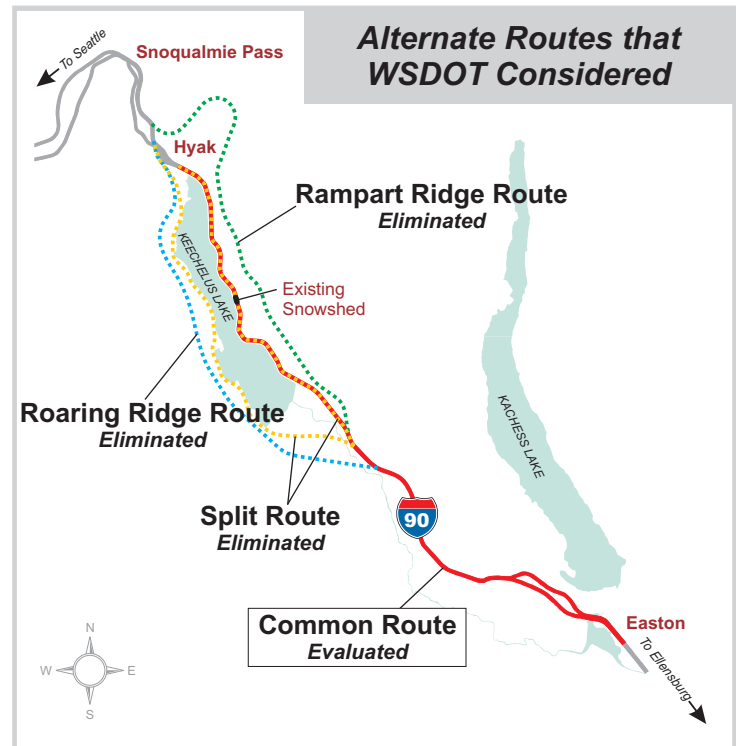
WSDOT is preparing an Environmental Impact Statement (EIS) documenting the evaluation and decision making process for this project. WSDOT created an Interdisciplinary Team (IDT) to provide guidance and direction to WSDOT in preparing the EIS. The IDT includes WSDOT staff and representatives from the Federal Highway Administration, United States Fish and Wildlife Service, United States Forest Service, and Washington Department of Fish and Wildlife.

Choosing a Route

WSDOT considered several alternate routes for expanding the highway, but determined that following the Common Route (where the highway currently exists) would have fewer operational and maintenance problems and generate fewer environmental impacts.

Design Alternatives

Within the Common Route, WSDOT evaluated four different alignments along Keechelus Lake and a range of options for connectivity enhancement throughout the corridor.



Keechelus Lake Alignment Alternatives

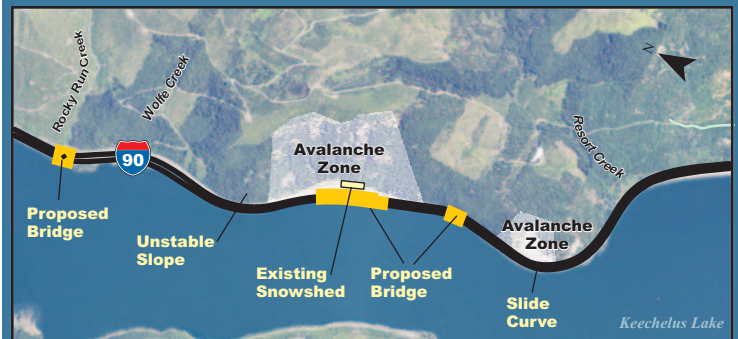
Has a preferred alternative been identified?

In addition to the no-build alternative, four different alignment alternatives were evaluated for I-90 along Keechelus Lake. There are three primary differences among these alternatives:

- the level of protection from avalanches and falling rock
- the degree to which roadway curvature is reduced to increase sight distance and improve safety
- the costs for construction, maintenance, and operations

After extensive evaluation, the IDT identified Alternative 4 as the preferred alternative for the Keechelus Lake alignment. This design is the most cost effective way to meet the needs of the project.

PREFERRED ALTERNATIVE



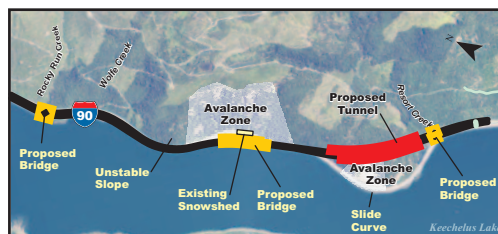
Alternative 4 – Shoreline Alignment

Features:

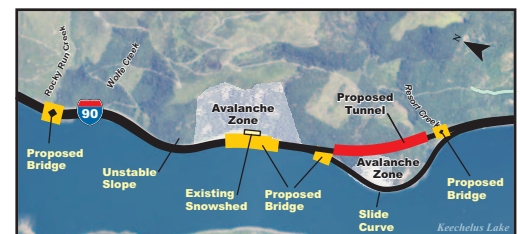
- Six-lane bridge to bypass avalanche chutes at snowshed
- Avalanche retention fence on Slide Curve
- Some 70 mph curves and some 60 mph curves



Alternative 1 – Long Tunnels



Alternative 2 – Short Tunnels



Alternative 3 – Westbound Only Tunnel